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<b>C-O-N-F-I-D-E-N-T-I-A-L</b>		<b>TOP BOTTOM OF PAGE FOR SPECIAL CONTROLS, IF ANY</b>	
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COUNTRY <b>USSR</b>		DATE DISTRIBUTED <b>3 Oct 1956</b> 50X1-HUM	
SUBJECT <b>Riga - Port Conditions: Boarding Procedure/ Port Facilities/Naval Craft Sighted/Aids to Navigation.</b>		NO. OF PAGES <b>2</b>	NO. OF ENCLS.
		SUPPLEMENT TO REPORT # 50X1-HUM	

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The Office of Naval Intelligence (DIO LND Ser 19-56) furnished the following information to CIA for IAC dissemination per para 3c of NSCICD 1/ 50X1-HUM

3. Port Facilities: Along the outboard edge of the marginal wharf from the Export Harbor northward, there are approximately eight electric tracked cranes; [redacted] their capacity as between three and five tons. [redacted] dredging operation on the western side of the stream across from Mangalsala. [redacted]

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4. Naval Craft Sighted: Grouped around the area in the immediate vicinity of position 57-05-00 N and 23-50-00 E there were anchored two Soviet "cruisers" and seven "destroyers". The "cruisers" had a single break in the hull line and the level was broken amidships. There was a prominent spherical gun director forward above the bridge; there were two turrets forward and two aft; there were two stacks; there was a mainmast aft

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The ships flew the Soviet flag. As to the "destroyers": they were between 350 and 400 feet in length; all were two stackers; each had one turret forward and one aft; equipment which appeared to be torpedo tubes could be seen amidships. The bow showed a good rake. all ships flew the Soviet flag.

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While they were anchored there, a small minesweeper conducted sweeping operations between our ship and the task force.

On each day about 20 motor torpedo boats departed the port on a northwesterly heading and returned at evening. they were engaged in practice operations.

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In the area of Winter Harbor number of minesweepers too numerous to count accurately.

there were approximately 40 of them.

it possible that the "cruisers" were "Chapayev" class, and the "destroyers" either "Skoryy" or "Otlichnyy" class.

5. Aids to Navigation: The sea buoy (flashing five seconds) has been moved from approximate position 57-06-30 N and 23-57-00 E to a new position at approximately 57-10-30 N and 23-55-30 E. There used to be a light ship off Kolkasgrags

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1. Days before Sundays and Holidays to count as three-quarters of a day, whether used or not. On Mondays and the days after general or local holidays time not to count until 8 a.m., whether used or not.
2. Charterers are entitled to work during the excepted periods without counting time, they paying Crew's and Officers' overtime at the rate of 2/6d. per hour to Officers and 2/- per hour to Crew.
3. Steamer to supply steam, winches, winchmen, guymen, gins, falls, runners and slings during day and night free of expense to Charterers and Charterers to have free use of ship's lighting for night work, if required. Crew to drive winches if willing and permitted by local labour regulations, otherwise shore hands to be employed and Owners to pay 3d. (threepence) per ton on the quantity loaded. In cases where the winch crane becomes in-operative by reason of cargo being discharged by shore appliances vessel to pay 3d. (threepence) per ton to defray the cost of the use of such shore appliances.
4. Charterers shall have the option of discharging at two safe berths in one port without extra freight and time for shifting not to count. Further shiftings to be for Charterers' account and time for shifting to count.
5. Any time lost by reason of breakdown of winches and/or derricks to be deducted from the laytime.
6. Captain must give seven days notice of his expected time of arrival at CUBA to "CABO HAVANA" who will nominate loading port(s) also "PRODIMONG MOSCOW" and "SOVFRACHT MOSCOW". Captain to telegraph "PRODIMONG MOSCOW" and "SOVFRACHT MOSCOW" five days notice before expected arrival at discharging port. Default under this clause shall not be considered as a breach of the Charter Party but 24 hours to be added to the time allowed for loading or discharging for each omission. In case of vessel's delay Captain is obliged to inform Charterers accordingly. Captain to telegraph to "SOVFRACHT MOSCOW" the date of completion of discharging.
7. Charterers' liability shall cease as soon as the cargo is shipped, the Owners having a lien on the cargo for freight, deadfreight, demurrage and average.
8. 75% of total FREIGHT to be payable in British £ Sterling in London and 25% through the Soviet-Finnish clearing agreement discountless and non-returnable ship and/or cargo lost or not lost as follows:- 50% (fifty per cent) prepaid within 5 days after signing Bills of Lading, 40% of freight on right and true delivery of the cargo, and 10% of freight on receiving from the Owners the final freight account with supporting vouchers.
9. ARBITRATION CLAUSE. Any dispute arising under this Charter Party shall be referred to arbitration. Arbitrator to be nominated by the Owners and the other by the Charterers. In case such Arbitrators cannot agree, then the dispute to be referred to the decision of an Umpire, who shall be appointed by the said Arbitrators. On request of Owners a guarantee letter to be signed by or on behalf of Charterers or by their Bankers, in which case lien on the cargo not to be exercised by Owners.
10. STRIKE CLAUSE. If the cargo cannot be loaded and/or discharged by reason of a strike or lock-out of any class of workmen essential to the loading and/or discharging of the cargo time for loading and/or discharging shall not count during the continuation of such strike or lock-out and in case of any delay by reason of the aforementioned causes, no claim for damages shall be made by the Shippers, the Consignees of the cargo, the Owners of the ship or by any other party under this Charter.
11. Cargo to be so loaded and discharged as to leave vessel in seaworthy trim to shift between ports, Master being responsible for same.

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